39. An adjustable battery tray for use with a radio-controlled car, comprising a housing for receiving at least one battery, a flange extending from the housing, the flange having at least two bores defined therethrough, and a connector member adapted to be inserted through one of the at least two bores to secure the battery tray to a chassis of the radio-controlled car, wherein the battery tray is slidable relative to the chassis to adjust the center of gravity of the radio-controlled car.

40. The battery tray of claim 39 further comprising a channel defined longitudinally along the battery tray to slidably engage a lip extending longitudinally along the chassis.

41. A four-wheel drive assembly kit for a radio-controlled toy for reconfiguring the radio-controlled toy for four-wheel drive use, comprising a modular front-wheel drive assembly adapted to be inserted into a chassis of a radio-controlled car and a drive shaft gear adapted to be inserted onto a drive shaft of the radio-controlled car to couple the front-wheel drive assembly to the drive shaft.

42. A motor kit providing a plurality of motors that are adapted for insertion into a radio-controlled toy and are interchangeable by a user, comprising a first motor having a first gear ratio, the first motor being capable of achieving a first RPM, and a second motor having a second gear ratio, the second gear ratio being less than the first gear ratio, and wherein the second motor is capable of achieving the first RPM.

43. The motor kit of claim 42 further comprising an additional motor having a third gear ratio, the third gear ratio being less than the second gear ratio.

44. The motor kit of claim 42 wherein the first and second motors are provided with brass pinion gears.

45. The motor kit of claim 42 further comprising a legend providing specifications that indicate a relationship between each motor and its associated gear ratio and power/speed ratio, wherein the power/speed ratio is depicted as a graphic to indicate the relative amount of power and speed provided by each motor.

46. A method for converting a radio-controlled car from a rear two-wheel drive configuration to a front two-wheel drive configuration, comprising providing a chassis, positioning a first drive assembly in a first portion of the chassis, the first drive assembly comprising a removable rear axle gear, inserting a modular second drive assembly into a second portion of the chassis, and removing the rear axle gear from the first drive assembly.

47. A method for adjusting a drive configuration of a radio-controlled car, comprising:

providing a chassis having a first drive assembly housed within a first portion of the chassis and a drive shaft operatively connected to the first drive assembly, the drive shaft extending from the first portion of the chassis into a second portion of the chassis;

providing a modular second drive assembly;

inserting the second drive assembly into the second portion of the chassis; and

operatively connecting the second drive assembly to the drive shaft.

48. The method of claim 47 further comprising providing a drive shaft gear for attaching to the drive shaft, the drive shaft gear being adapted to engage the second drive assembly to impart rotational movement of the drive shaft to the second drive assembly.

49. The method of claim 47 further comprising providing a pair of adjustable battery trays positioned on each side of the chassis, whereby longitudinal adjustment of the battery trays adjusts the center of gravity of the radio-controlled car to correspond to the four-wheel drive configuration.

50. The method of claim 47 further comprising inserting an alternative motor into the chassis, the alternative motor corresponding to four-wheel drive use.

51. The method of claim 47 further comprising modifying the first drive assembly to remove a rear axle gear associated with the first drive assembly, whereby removal of the rear axle gear adjusts the radio-controlled car to a front-wheel drive configuration.

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